

**SAS Superstructure**

Location: 04-SF-80-13.2 / 13.9

Client Name: CalTrans

Run date 22-Nov-14

Time 7:03 AM

Daily Diary Report by Bid Item

Contract No.: 04-0120F4

Diary #: 1087 Const Calendar Day: 660 Date: 26-Mar-2014 Wednesday

Inspector Name: Brignano, Bob Title: Transportation Engineer

Inspection Type:

Shift Hours: Break: Over Time:

Federal ID:

Location:

Reviewer: Schmitt, Alex Approved Date: Status: Submit

**04-0120F4
04-SF-80-13.2/13.9
Self-Anchored
Suspension Bridge****Weather**

Temperature 7 AM

12 PM

4PM

Precipitation

Condition showers am, partly cloudy pm

Working Day ☒ If no, explain:**Diary:**

Dispute

General Comments

CCO 314, SAMPLING AND TESTING A354 GRADE BD MATERIAL:

ABF Engineer Kelvin Chen is working briefly in the office but not on CCO 314.

Work on setup of the Townsend Test (Test IV) test rigs for TR's 12 and 13 is ongoing. There are no ironworkers, laborers, or operators from ABF working on CCO 314 today. With the rain showers in the morning, ABF does not work in the field on CCO 314. There is an ironworker crew (CJ Biskner, Jared Garrett, and Kyle Crowley) working today in the warehouse and around the warehouse area (when weather permits). The weather cleared in the afternoon, but ABF had already committed their ironworkers to other operations and there was the possibility of more showers in the afternoon, so they do not go to CCO 314 in the afternoon despite the better weather.

Note that due to rain showers last night and today, as a result of the intentionally plugged DI per the approved SWPPP, water collects in the test rig area. The water is tested by Bill O'Sullivan of ABF around 1415, the results are provided to CT, and the approval is given to pump the water to the next DI per the approved SWPPP tomorrow. Note that the lake has some oil on the surface as a consequence of the recent work in the area, and that will need to be addressed tomorrow.

On site today from VGO are Dave Van Dyke, Rob Rutledge, and Nick Buck. VGO arrives on site at 0800 and they leave the site at 1200 for lunch and to work offsite, because there is no necessary on-site work by VGO with ABF not working here today.

VGO primarily works today on the program to collect the data, add the calculated channels, and produce plots for the two times a day reports for TR's 12 & 13. Also today, there is a significant amount of work on the programming and checking of the system for automatically sending a limited number of email notifications when a rod breaks. This is so that at least some people will know if a rod breaks during off hours.

At 1330, I take the DJV (Carol Choi) to the warehouse to examine the extracted test rods from TR 6 and TR 7 for the development of the plans for the post-fracture analysis.

The two washers with the machined notch for TR's 12 & 13 for venting NaCl Solution and trapped air need to be touchup painted. The plan was for touchup paint, but because most of the surface on the washers need touchup painting, and the applied paint will be different product that that applied originally to these washers, there is a discussion with CCC, CT-METS, and me that blasting followed by a completely new application of paint is appropriate. Since the material will be blasted, we decide that inorganic zinc is



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appropriate instead of the touchup organic zinc paint planned originally. The two washers are taken by CCC QC Juan Martinez today to the CCC shop paint area to the west of the test rig area for work planned for tomorrow morning to blast and paint the 2 washers.

CT-METS Elijah Turner is at the test rigs today between approximately 1445 and 1515. Yesterday, the AE sensors were epoxied onto the couplers at TR's 12 & 13 by CT-METS. Today, he removes the rubber bands that secured the AE sensors until the epoxy set. He also runs the wires out of a hole in the top of each test rig for the eventual connection to the wire run to the datalogger. The wire connections to the wire runs are not made yet because of the large amount of work still needing to be done by ABF in the area that would have the potential to damage wires if they were run through the area immediately south of the test rigs.

A generator – Whisperwatt 7000 – ABF ID 002343 is on idle/standby at the work area. An oxyacetylene torch is on idle/standby at the work area. A compressor – IR P185R ABF ID 002078 is on idle/standby at the work area.

Note that there is k-rail at this work area. Some of the k-rail is rented and addressed by the rental agreement. Some of the k-rail is ABF's k-rail used on site and paid as rented from ABF on a daily basis. To elevate the k-rail, crane mats and timber blocking (12x12's) are in use. The k-rail quantities are as follows:

10' bought k-rail = 20 pieces

10' ABF k-rail = 4 pieces

20' rented k-rail = 16 pieces

20' ABF k-rail = 19 pieces

Note that this includes three 20' ABF k-rail between the CCO 314 work area and FW Spencer's yard, with that k-rail being in place prior to the CCO work and not related to CCO 314.

The agreed extra work with ABF is as follows:

k-rail: 16 pcs @20' and 4 pcs @10'

Crane Mats (12x12 - 5'x16') - 4 pcs

Crane Mats (12x12 - 5'x7') - 2 pcs

Crane Mats (12x12 - 5'x8') - 11 pcs

See the attached Extra Work Order - Signed with ABF for CCO 314 work